

# CITY OF KENT WASHINGTON

## SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2016 – 2021



Mayor Suzette Cooke



Timothy J. LaPorte, PE,  
Director of Public Works

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**RESOLUTION NO. 1911**

**A RESOLUTION** of the City Council of the City of Kent, Washington, adopting the 2016 through 2021 Six-Year Transportation Improvement Program.

**RECITALS**

A. After proper notice, the City Council of the City of Kent held a public hearing at the regular meeting of the City Council at 7:00 p.m. on July 21, 2015, to consider public testimony on the City's proposed 2016 through 2021 Six-Year Transportation Improvement Program.

B. Having considered public testimony to the plan, the Council would like to adopt the 2016 through 2021 Six-Year Transportation Improvement Program.


NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF KENT, WASHINGTON, DOES HEREBY RESOLVE AS FOLLOWS:

**RESOLUTION**

**SECTION 1.** – *Adoption.* The 2016 through 2021 Six-Year Transportation Improvement Program, set forth in Exhibit "A," which is attached and filed with City Clerk, is hereby adopted.

PASSED at a regular open public meeting by the City Council of the City of Kent, Washington, this 21<sup>ST</sup> day of JULY, 2015.

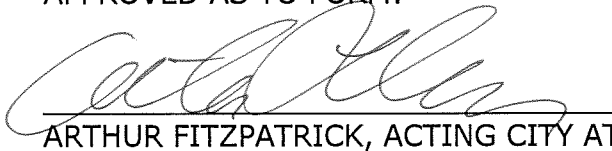
CONCURRED in by the Mayor of the City of Kent this 21<sup>ST</sup> day of JULY, 2015.

  
SUZETTE COOKE, MAYOR

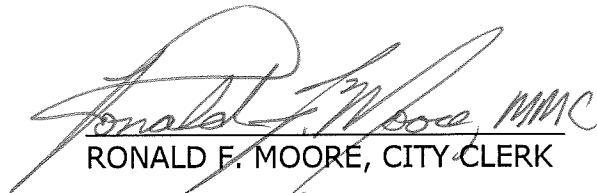
ATTEST:

  
RONALD F. MOORE, CITY CLERK

APPROVED AS TO FORM:

  
ARTHUR FITZPATRICK, ACTING CITY ATTORNEY

I hereby certify that this is a true and correct copy of Resolution No. \_\_\_\_\_ passed by the City Council of the City of Kent, Washington, the 21<sup>ST</sup> day of JULY, 2015.

  
RONALD F. MOORE, CITY CLERK

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# **Introduction**

## **Overview**

The Six-Year Transportation Improvement Program (TIP) is a short-range planning document that is updated annually based on needs and policies identified in the City's adopted Comprehensive Plan and Transportation Master Plan. The TIP represents Kent's current list of needed projects that are anticipated to begin preliminary engineering, right of way acquisition or construction within the next six years. The TIP also includes ongoing citywide transportation programs. Projects and programs included in the plan are those that are considered to be regionally significant.

The document identifies secured or reasonably expected revenue sources for each project or program. The TIP serves as a draft work plan for the development of the local transportation network. Once adopted, the TIP will guide funding and implementation priorities during the development of the transportation portion of the Six -Year Capital Improvement Program (CIP). The CIP shows the City-funded portion of projects and is constrained by current budget forecasts, whereas the TIP shows a complete project list with the variety of funding sources and partners involved.

Historically, the largest sources of funding for TIP capital projects have been grants. Funding for transportation projects is available from federal, state and local resources. Each funding source has specific rules and guidelines about what types of projects they will fund, how much of a project will be funded and timelines for expenditure of funds. Additionally, most grant programs require a funding match, which means that the City must also contribute funding to the cost of a project.

The City of Kent funds transportation capital projects using the General Fund, Street Fund, Local Improvement Districts, Transportation Impact Fees, Business and Occupation Tax, Solid Waste Utility tax, and grant revenue from local, state and federal governments. One of the reasons the TIP is updated annually is because many of these revenue sources are so closely tied to the health of the economy they can be somewhat unpredictable.

## **Document structure**

Each project or program listed in the TIP includes an estimated cost, the amount of funding secured or unsecured and the funding source(s). If grant funding has been secured from a specific source, it is identified. Projects listed that are necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees. The costs for projects programmed in the first three years of the TIP have been developed with a higher level of certainty whereas those in the latter three years have been developed with less specificity, as those projects are generally less defined.

## Requirements

State law requires that each city develop a local TIP and that it be updated annually (RCW 35.77.010). It represents an important planning component under the State's Growth Management Act. The TIP may be revised at any time during the year by a majority of the Council, after a Public Hearing.

In order to compete for transportation funding grants from Federal and State sources, granting agencies require that projects be included in the TIP. The State's Safe Routes to School (SRTS) program, for example, requires that potential projects be included in the TIP in order to be eligible for funding. The Public Works Department will be partnering with the Kent Police Department and the Kent School District to apply for a number of SRTS projects included in the TIP over the Six Year planning horizon.

The Six Year TIP is also required to be consistent with the transportation element of the Comprehensive Plan pursuant to RCW 35.77.010.

## Changes to the TIP

The City is in the process of updating our Comprehensive Plan, scheduled for adoption by June 30, 2015. For the 2035 Comprehensive Plan update, the first six years of the plan are financially constrained, meaning that secured funding is demonstrated within an approved budget or similarly approved funding action. Subsequently, the 2016-2021 TIP has been revised to reflect projects that will likely be constructed using existing funding sources as well as the City's historical record of average grant disbursements. Capital Streets Projects that do not have any identified funding sources have been removed from the plan.

PROJECTS ADDED	PROJECT TYPE	COMMENTS
1 <sup>st</sup> Avenue North Improvements (Smith St to James St)	Street Improvements	Regional Mobility Grant, City funds
80 <sup>th</sup> Avenue South Widening	Street Improvements	Eligible for TIB Funds

PROJECTS REMOVED	PROJECT TYPE	COMMENTS
Willis Street (SR 516)/Burlington Northern Santa Fe	Railroad Grade Separation	Unfunded
South 212th Street/Burlington Northern Santa Fe Railroad	Railroad Grade Separation	Unfunded
SE 248th Street Improvements	Street Improvements	Unfunded
Military Road South at Reith Road	Intersection Improvement	Unfunded
Willis Street (SR 516)/Union Pacific Railroad Grade Separation	Railroad Grade Separation	Unfunded
South 212th Street/Union Pacific Railroad Grade Separation	Railroad Grade Separation	Unfunded

PROJECTS REMOVED (CONTINUED)	PROJECT TYPE	COMMENTS
Panther Lake Signal System Integration.	Signal System Upgrade	Unfunded
Smith and Central Avenue Intersection Improvement	Intersection Improvement	Unfunded
SE 240th St and 104th Ave SE (SR 515) Intersection Improvement	Intersection Improvement	Unfunded
Military Road South Widening	Street Widening	Unfunded
132nd Avenue Southeast Widening, Phase I (Kent Kangley to SE 248th St)	Street Widening	Unfunded
132nd Avenue Southeast Widening, Phase II (SE 248th St to SE 240th St)	Street Widening	Unfunded
Kent Kangley Road (SR 516) & 132nd Avenue SE Intersection Improvement	Intersection Improvement	Unfunded
South 260th Street & Pacific Highway South (SR 99) Intersection Improvement	Intersection Improvement	Unfunded
SE 256th Street & 104th Avenue SE (SR 515) Intersection Improvement	Intersection Improvement	Unfunded
South 212th Street/84th Avenue S Intersection Improvement	Intersection Improvement	Unfunded
Meeker Street and Washington Avenue Intersection Improvement	Intersection Improvement	Unfunded
South 272nd Street and Military Road South Intersection Improvements	Intersection Improvement	Unfunded
Residential Traffic Calming Program	Citywide Program	Unfunded
Miscellaneous Intersection Improvements	Citywide Program	Unfunded
Comprehensive Plan Update	Citywide Program	Unfunded

<b>Project Number</b>	<b>Project Name</b> Project Location and Extent
1.	<b>Kent Kangley Road Pedestrian Safety Improvements</b> 104 <sup>th</sup> Avenue SE to 124 <sup>th</sup> Avenue SE
2.	<b>1st Avenue North Street Improvements</b> Smith St to James St
3.	<b>South 228<sup>th</sup> Street/Union Pacific Railroad Grade Separation</b> Grade separation crossing at Union Pacific Railroad
4.	<b>72<sup>nd</sup> Avenue South Extension</b> South 200 <sup>th</sup> Street to South 196 <sup>th</sup> Street
5.	<b>Traffic Control Signal System</b> Citywide
6.	<b>Safe Routes to Schools Improvements at Meridian Elementary</b> 25621 140 <sup>th</sup> Avenue SE
7.	<b>Safe Routes to Schools Improvements at Neely O'Brien Elementary</b> 6300 N 236 <sup>th</sup> Street
8.	<b>Safe Routes to Schools Improvements at Daniel Elementary</b> 11310 SE 248 <sup>th</sup> Street
9.	<b>Kent Regional Trails Connector</b> Green River Trail to Interurban Trail at S 218 <sup>th</sup> St
10.	<b>SE 208<sup>th</sup> Street &amp; 108<sup>th</sup> Avenue SE (SR 515/Benson Highway) Intersection Improvements</b> Intersection Operations Enhancement
11.	<b>South 224<sup>th</sup> Street Extension</b> 84 <sup>th</sup> Avenue South to 104 <sup>th</sup> Avenue Southeast (SR 515/Benson Highway)
12.	<b>80<sup>th</sup> Avenue South Widening</b> South 196 <sup>th</sup> Street to South 188 <sup>th</sup> Street
13.	<b>Central Avenue South Improvements</b> Green River Bridge to East Willis Street (SR 516)
14.	<b>Willis Street and Central Avenue Intersection Improvements</b> Intersection Operations Enhancement



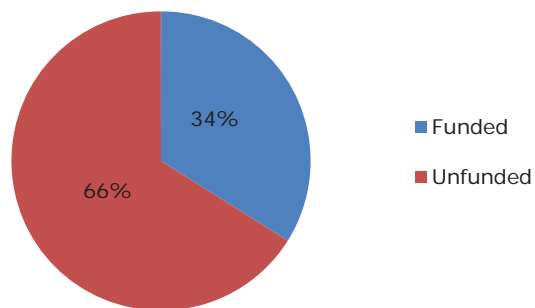
<b>Project Number</b>	<b>Project Name</b> Project Location and Extent
<b>15.</b>	<b>James Street Bicycle Lanes</b> Interurban Trail to Washington Avenue (SR 181) and 800 feet east of the Green River Trail
<b>16.</b>	<b>Safe Routes to Schools Improvements at Meadow Ridge</b> 27710 108 <sup>th</sup> Ave SE
<b>17.</b>	<b>Safe Routes to Schools Improvements at Horizon Elementary</b> 27641 144 <sup>th</sup> Avenue SE
<b>18.</b>	<b>Panther Lake Signal System Integration</b>
<b>19.</b>	<b>S 212<sup>th</sup> Street and 72<sup>nd</sup> Avenue South Intersection Improvement</b> Intersection Operations Enhancement
<b><u>ONGOING CITYWIDE PROGRAMS</u></b>	
<b>20.</b>	<b>Street Preservation Program</b> Ongoing Citywide Program
<b>21.</b>	<b>Traffic Signal Management Program</b> Ongoing Citywide Program
<b>22.</b>	<b>Channelization (Street Markings) Improvement Program</b> Ongoing Citywide Program
<b>23.</b>	<b>Bicycle System Improvements</b> Ongoing Citywide Program
<b>24.</b>	<b>Sidewalks, Sidewalk Repair and the Americans with Disabilities Act Compliance Program</b> Ongoing Citywide Program
<b>25.</b>	<b>Guardrail and Safety Improvements</b> Ongoing Citywide Program
<b>26.</b>	<b>Community Based Circulating Shuttles</b> Ongoing Citywide Program
<b>27.</b>	<b>Railroad Quiet Zone for Downtown Urban Center</b> Ongoing Citywide Program

# 2016 - 2021 SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM

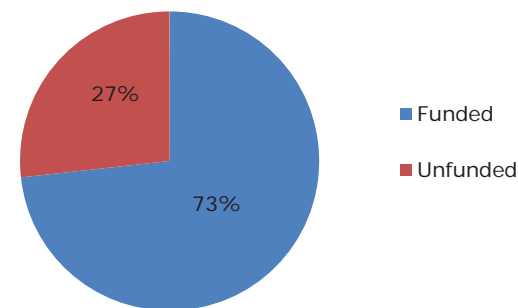
## CITY OF KENT

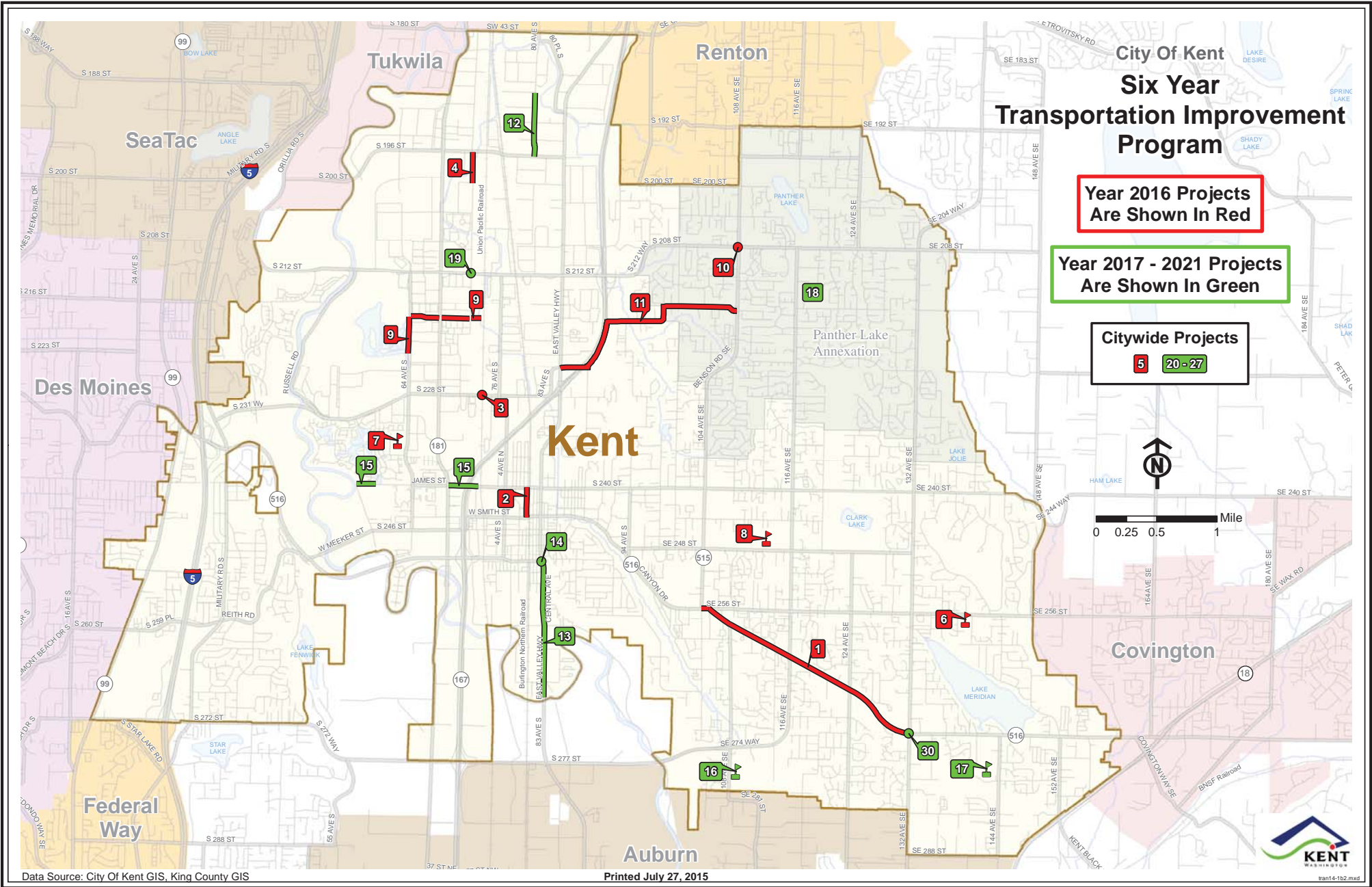
STREET CAPITAL PROJECTS	No	DESCRIPTION	ESTIMATED COST	FUNDED	UNFUNDED	PROJECT TYPE
	1	Kent Kangley Pedestrian Safety Improvements	\$416,000	\$416,000		Non-Motorized
	2	1st Ave Improvement (Smith St to James St)	\$340,000	\$340,000		Mobility
	3	South 228th Street/Union Pacific Railroad Grade Separation	\$24,000,000	\$ 24,000,000	\$ -	Safety
	4	72nd Avenue South Extension	\$2,800,000	\$2,600,000	(\$200,000)	Capacity
	5	Traffic Control Signal System	\$400,000	\$ 400,000		Operations
	6	Safe Routes to Schools Improvements at Meridian Elementary School	\$448,000	\$ -	(\$448,000)	Safety
	7	Safe Walking Routes to School Improvements at NeelyO'Brien Elementary School	\$350,000	\$ -	(\$350,000)	Safety
	8	Safe Walking Routes to School Improvements at Daniel Elementary School	\$100,000	\$ -	(\$100,000)	Safety
	9	Kent Regional Trails Connector	\$1,600,000	\$ 1,300,000	(\$300,000)	Non-Motorized
	10	SE 208th Street & 108th Avenue SE (SR 515) Intersection Improvement	\$710,000	\$710,000		Capacity
	11	South 224th Street Extension	\$29,000,000	\$ 20,000,000	(\$9,000,000)	Capacity
	12	80th Avenue South Widening	\$7,500,000	\$ -	\$ (7,500,000)	Capacity
	13	Central Avenue South Improvement (Green River Bridge to Willis Street)	\$4,500,000	\$4,500,000		Preservation
	14	Willis Street (SR 516) and Central Avenue Intersection Improvements	\$450,000	\$450,000		Capacity
	15	James Street Bicycle Lanes	\$1,375,000	\$ 221,750	(\$1,153,250)	Non-Motorized
	16	Safe Routes to Schools Improvements at Meadow Ridge Elementary School	\$620,000	\$ -	(\$620,000)	Safety
	17	Safe Routes to Schools Improvements at Horizon Elementary	\$310,000	\$ -	(\$310,000)	Safety
	18	Panther Lake Signal System Integration	\$342,000	\$ -	(\$342,000)	Operations
	19	S 212th Street and 72nd Avenue South Intersection Improvement	\$690,000	\$ 690,000		Capacity
	<b>SUBTOTAL for STREET CAPITAL PROJECTS = \$76,951,000</b>		<b>\$75,951,000</b>	<b>\$ 55,627,750</b>	<b>\$ (20,323,250)</b>	
CITYWIDE PROGRAMS	20	Street Preservation	\$72,000,000	\$ 21,500,000	\$ (50,500,000)	Preservation
	21	Traffic Signal Management Program	\$4,200,000	\$ -	(\$4,200,000)	Operations
	22	Channelization Program	\$2,400,000	\$ 2,400,000		Operations
	23	Bicycle System Improvements	\$1,500,000	\$ -	(\$1,500,000)	Non-Motorized
	24	Sidewalks, Sidewalk Repair and ADA Compliance Program	\$12,000,000	\$ 5,400,000		Non-Motorized
	25	Guardrail and Safety Improvements	\$600,000	\$ 600,000		Safety
	26	Community Based Circulating Shuttles	\$780,000	\$ 780,000		Transit
	27	Quiet Zone for Downtown Urban Center	\$3,500,000	\$ -	(\$3,500,000)	Econ Dev
	<b>SUBTOTAL for CITYWIDE PROGRAMS = \$97,070,000</b>		<b>\$96,980,000</b>	<b>\$ 30,680,000</b>	<b>\$ (59,700,000)</b>	

**Street Capital Projects**



**Citywide Programs**





## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #1:**       **Kent Kangley Pedestrian Safety Improvements**  
104<sup>th</sup> Avenue SE to 124<sup>th</sup> Avenue SE

**YEAR:**               2016

**DESCRIPTION:**   Add a new mid-block pedestrian crossing of Kent Kangley Road with median refuge island and Rectangular Rapid Flashing Beacons. Restripe crosswalks and stop bars, upgrade pedestrian crossings to countdown message modules and Americans with Disability Accessible (ADA) standard pedestrian push buttons. There are a total of 8 intersections that will be improved by this project and proper signage will be updated along the entire project length. The project is currently under design. Construction is expected to begin in 2015.

**PROJECT COST:**   Preliminary Engineering .....\$74,000  
Right of Way Acquisition .....\$0  
Construction .....\$342,000  
**TOTAL.....\$416,000**

**FUNDING SOURCE(S):** Washington State Department of Transportation

### **PROJECT**

**JUSTIFICATION:**   Kent Kangley Road (SR 516) is one of the most densely populated corridors in the City. The section from 104<sup>th</sup> Ave SE to 124<sup>th</sup> Ave SE is a congested, mixed land use, Principal Arterial that is a designated truck route currently operating at a Level of Service (LOS) E during the PM Peak. The majority of housing along this portion of SR 516 is high density multifamily housing that generates a substantial amount of pedestrian traffic. This section of Kent Kangley is a high boarding area for transit and is also a popular destination for senior citizens due to the high concentration of shopping facilities, banks, medical offices and senior housing. The project area includes two of the highest collision incident locations in the City (104<sup>th</sup> Avenue SE at 256<sup>th</sup> Street and 116<sup>th</sup> Avenue SE at Kent Kangley Road). The majority of collisions reported in the project area from 2006-2008 occurred during the daylight hours with pedestrians over the age of 18. This project will improve safety through the construction of these engineering improvements combined with education and enforcement.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State], FTA – Federal Transit Administration [Federal ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

# 2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM

**PROJECT #2:**        **1<sup>st</sup> Avenue North Street Improvements**  
                              *Smith St to James St*

**YEAR:**                2016

**DESCRIPTION:**     Sidewalk, curb, gutter, lighting, street trees, drainage, and parking along the west side of 1st Avenue N between Smith Street and Temperance Street and added parking along the west side of 1st Avenue N between Temperance Street and James Street for a total of 36 added parking spaces in addition to two new electric vehicle charging stations.

**PROJECT COST:**   Preliminary Engineering .....\$50,000  
                              Right of Way Acquisition .....\$0  
                              Construction .....\$290,000  
                              **TOTAL .....\$340,000**

**FUNDING SOURCE(S):** City of Kent, State Regional Mobility Grant

## **PROJECT**

**JUSTIFICATION:**   This project will provide additional transit access to support the high parking demand at the Kent Transit Center. The existing surface and structured parking is full by 7AM on weekdays. With the current Sounder schedule, half of the AM northbound commuter trains arrive after 7AM. Commuters that would otherwise choose to ride the bus or train to access other regional centers have to drive instead. A missing link of sidewalk along 1st Avenue N between Smith St and Temperance St is also within the project area. This area is heavily used by commuters walking and biking to and from the Sounder Platform and Metro and Sound Transit bus station pullouts. This project will complete pedestrian improvements in the area as well as increase parking and provide electric vehicle charging stations for commuters.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State]; FTA – Federal Transit Administration [Federal]; ITS – Intelligent Transportation Systems [Federal]; LID – Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].



## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #3:**       **South 228<sup>th</sup> Street/Union Pacific Railroad Grade Separation**  
Grade Separation crossing at Union Pacific Railroad

**YEAR:**               2016

**DESCRIPTION:**   Construct grade separation of the Union Pacific Railroad mainline tracks at South 228<sup>th</sup> Street. The project will include the construction of a bridge; four-lane vehicle crossing; full-width paving; concrete curbs, gutters and sidewalks; bicycle facilities; street lighting; utilities and appurtenances. Construction is underway, utilities are being relocated. This project has also been added to the Washington State Freight Plan.

**PROJECT COST:**   Preliminary Engineering .... \$1,500,000  
Right of Way Acquisition ... \$2,500,000  
Construction ..... \$20,000,000  
**TOTAL ..... \$24,000,000**

**FUNDING SOURCE(S):** City of Kent, Port of Seattle, FAST, FMSIB, LID, Union Pacific Railroad

### **PROJECT**

**JUSTIFICATION:** The project will lead to a seamless connection between major freight handlers and their primary destinations. This project will support freight moving through Kent to the Ports of Seattle and Tacoma, SeaTac Airport and the freeway system. Grade separating this arterial will increase roadway capacity, decrease congestion, enhance safety and improve freight mobility in this corridor and throughout the region. This project will provide regional connections for thousands of businesses, employers, and the 40 million square feet of warehouse/industrial space in the valley. Construction is underway.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State], FTA – Federal Transit Administration [Federal] ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## 2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM

**PROJECT #4:**     **72<sup>nd</sup> Avenue South Extension**  
                          *South 200<sup>th</sup> Street to South 196<sup>th</sup> Street*

**YEAR:**               2016

**DESCRIPTION:**   This project completes a missing link by constructing a new three-lane roadway from South 200<sup>th</sup> Street to South 196<sup>th</sup> Street. The project will include the crossing of Mill Creek and construction of full-width paving; concrete curbs, gutters, sidewalks, street lighting, storm drainage, landscaping, utilities and appurtenances. This project is currently under design.

**PROJECT COST:**   Preliminary Engineering .....\$300,000  
                          Right of Way Acquisition .....\$75,000  
                          Construction .....\$2,425,000  
                          **TOTAL .....\$2,800,000**

**FUNDING SOURCE(S):** TIB, Regional Fire Authority, City of Kent

### **PROJECT**

**JUSTIFICATION:** Continued development in the northern Kent industrial area, and high levels of congestion along West Valley Highway between the South 180<sup>th</sup> Street and South 196<sup>th</sup> Street corridors, mandate additional north-south arterial capacity. This project provides some relief for South 180<sup>th</sup> Street, South 196<sup>th</sup> Street, and South 212<sup>th</sup> Street intersections along West Valley Highway. It also provides improved access to the South 196<sup>th</sup> Street corridor from industrial development along 72<sup>nd</sup> Avenue South by constructing the missing link between South 200<sup>th</sup> Street and South 196<sup>th</sup> Street. This roadway connection provides a direct link from the existing Fire Station on 72<sup>nd</sup> Avenue South to the 196<sup>th</sup> Street corridor, grade-separated over both the BNSF and UPRR mainline railroad tracks, dramatically improving emergency response times to a large area of the Kent Manufacturing/Industrial Center and warehouse land uses.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State]; FTA – Federal Transit Administration [Federal]; ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #5:**      **Traffic Control Signal System**  
Citywide

**YEAR:**              2016

**DESCRIPTION:**    The City will purchase and install a master signal controller unit capable of supporting flashing yellow left turn arrow (FYLTA) displays for permitted left turns. This project will also purchase and install traffic signal controllers for up to 29 individual intersections. Traffic signals will be modified at up to 14 intersections to display FYLTA signal indications for permissive left turn movements.

**PROJECT COST:**   Preliminary Engineering .....\$0  
                             Right of Way Acquisition .....\$0  
                             Construction .....\$400,000  
                             **TOTAL .....\$400,000**

**FUNDING SOURCE(S):** Federal Highway Safety Improvement Program (HSIP)

### **PROJECT**

**JUSTIFICATION:**   The current central traffic signal control system is not compatible with flashing yellow left turn arrow displays for permissive left turn movements. This type of signal display has been demonstrated to be much more readily understood by motorists and has resulted in reduced collision rates involving vehicles turning left during permissive left turn signal phases. The upgrade to the legacy central control system and more advanced intersection traffic signal controllers will allow greater operation flexibility and improved transportation system efficiency.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State]; FTA – Federal Transit Administration [Federal]; ITS – Intelligent Transportation Systems [Federal]; LID – Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].



## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #6:**      **Safe Routes to Schools Improvements at Meridian Elementary**  
                                 *25621 140<sup>th</sup> Avenue SE*

**YEAR:**                      2016

**DESCRIPTION:**      Install a traffic signal at the intersection of SE 256<sup>th</sup> Street and 140<sup>th</sup> Avenue SE and construct an asphalt pavement walkway with an extruded curb along SE 256<sup>th</sup> Street from approximately 134<sup>th</sup> Avenue SE to 140<sup>th</sup> Avenue SE. The traffic signal includes a traffic surveillance camera and interconnect cable to connect this signal to the rest of the City's traffic control system. This project also includes education and enforcement elements including the purchase of an additional Lidar Radar Unit for the police enforcement.

**PROJECT COST:**      Preliminary Engineering .....\$65,000  
                                 Education/Enforcement.....\$83,000  
                                 Construction .....\$300,000  
                                 **TOTAL .....\$448,000**

**FUNDING SOURCE(S):** WSDOT, City of Kent

### **PROJECT**

**JUSTIFICATION:**      Meridian Elementary School is located near the intersection of SE 256<sup>th</sup> Street and 140<sup>th</sup> Avenue SE. The school provides adult crossing guards to help students cross SE 256<sup>th</sup> Street. The level of development in the area has increased to the point that local traffic in the neighborhood and in the communities to the east of the school has become especially heavy at the afternoon bell times. A full traffic signal would assist the crossing guards, the school children, the parents and teachers arriving/leaving the school and all the local motorists to maneuver in an orderly way during times of heavy conflict. Currently students must walk or bike along a wide shoulder on SE 256<sup>th</sup> Street. This project would provide asphalt pavement adjacent to the signal to assist crossing guards, parents, students, and motorist.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State], FTA – Federal Transit Administration [Federal ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #7:**      **Safe Walking Routes to School Improvements at Neely  
O'Brien Elementary School**  
6300 N 236th Street

**YEAR:**                      2016

**DESCRIPTION:**      Install a new traffic signal and pedestrian crosswalk at the intersection of 64th Avenue South and South 236th Street. Project includes the relocation of traffic enforcement cameras, the installation of a traffic camera and an education and enforcement element.

**PROJECT COST:**      Preliminary Engineering .....\$50,000  
Education/Enforcement.....\$50,000  
Construction .....\$250,000  
**TOTAL .....\$350,000**

**FUNDING SOURCE(S):** WSDOT, City of Kent

### **PROJECT**

**JUSTIFICATION:**      Neely O'Brien Elementary School is located near the intersection of 64th Avenue South and South 236th Street. Students walking to and from school cross 64th Avenue South, a minor arterial. This signal project will provide an alternative walking route for those students that live to the east of 64th Avenue. Education of the students and traffic enforcement is also a component of this project.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State], FTA – Federal Transit Administration [Federal] ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #8:**      **Safe Walking Routes to School Improvements at Daniel Elementary School**  
11310 SE 248th Street

**YEAR:**                      2016

**DESCRIPTION:**      Relocate existing crosswalk and overhead crosswalk sign to provide improved access for students walking to and from school. This project will also improve traffic flow through this segment of SE 248th. This project includes minor asphalt paving and education and enforcement elements.

**PROJECT COST:**      Preliminary Engineering .....\$15,000  
Education/Enforcement.....\$25,000  
Construction .....\$60,000  
**TOTAL .....\$100,000**

**FUNDING SOURCE(S):** WSDOT, City of Kent

### **PROJECT**

**JUSTIFICATION:** Daniel Elementary School is located along SE 248th which is classified as a residential collector arterial. SE 248th Street is also a major walking route for students. The current location of the crosswalk causes an inefficient flow of traffic and of students walking to and from school. This project will improve that flow. Education of the students and traffic enforcement is also a component of this project.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State], FTA – Federal Transit Administration [Federal] ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #9:**      **Kent Regional Trails Connector**  
Green River Trail to Interurban Trail at South 218<sup>th</sup> Street

**YEAR:**                      2016

**DESCRIPTION:**      Construct 4,400 foot multi-use trail connecting the Green River and Interurban Regional Trails at a point approximately mid-way between the South 212<sup>th</sup> Street and South 228<sup>th</sup> Street Corridors at about South 218<sup>th</sup> Street in the heart of the Kent Valley. This 12-foot wide multi-use trail for non-motorized users will include trail lighting, in some locations, to enhance visibility and encourage year-round usage. Rectangular Rapid Flashing Beacons and marked crosswalks will be installed where the new trail crosses midblock at 64<sup>th</sup> Avenue South and 72<sup>nd</sup> Avenue South. A traffic signal for pedestrians and bicyclists crossing mid-block will be installed on 68<sup>th</sup> Avenue South (West Valley HWY). A mechanism for performance monitoring (counting) will be installed at or near the new traffic signal. The project will install a steel pedestrian/bicycle bridge over the Mill Creek between 72<sup>nd</sup> Avenue South and the Interurban Trail. Federal funds have been obligated. This project is anticipated to be completed in 2015.

**PROJECT COST:**      Preliminary Engineering .....\$125,000  
Right of Way Acquisition .....\$0  
Construction ..... \$1,475,000  
**TOTAL .....\$1,600,000**

**FUNDING SOURCE(S):** CMAQ, WSDOT, City of Kent

### **PROJECT**

**JUSTIFICATION:**      This new trail would fill a missing east/west link in the City's and the region's bicycle network. It would connect two of the most heavily used regional trails to each other and provide access for tens of thousands of people to a concentrated employment center. It would provide alternative mode access to The Kent Manufacturing/Industrial Center's 1,800 employers, to recreational activities along the Green River and the Green River Natural Resources Area and provide additional safety for all users crossing three major arterial streets in an area with a heavy mix of truck traffic.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State]; FTA – Federal Transit Administration [Federal]; ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #10:**    **SE 208th Street and 108th Avenue SE (SR 515/Benson Highway) Intersection Improvement**  
Intersection Operations Enhancements

**YEAR:**                    2016

**DESCRIPTION:**    Add a second southbound left storage lane on 108<sup>th</sup> Avenue SE, widen the receiving lane on SE 208<sup>th</sup> St, and modify the signal phasing.

**PROJECT COST:**   Preliminary Engineering .....\$60,000  
                            Right of Way Acquisition .....\$75,000  
                            Construction .....\$575,000  
                            **TOTAL .....\$710,000**

**FUNDING SOURCE(S):**   HSIP, City of Kent

### **PROJECT**

**JUSTIFICATION:**   State Route 515, also known as The Benson Highway or 108<sup>th</sup> Avenue SE, is the primary north south route on the East Hill and serves as a major transit route. With four to five lanes in its current configuration, this roadway has been widened to its practical limits. Improvements to intersections along the corridor can have positive effects on corridor congestion and improve efficiency. This project would add queuing capacity for the southbound left turn movement while continuing to provide two lanes of through travel. Federal funds have been obligated. Project is anticipated to be completed in 2015.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State], FTA – Federal Transit Administration [Federal] ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #11:**     **South 224<sup>th</sup> Street Extension**  
84<sup>th</sup> Avenue South to 104<sup>th</sup> Avenue Southeast (Benson Rd) (SR 515)

**YEAR:**                 2016

**DESCRIPTION:**     Construct a three-lane road from 84<sup>th</sup> Avenue South to 104<sup>th</sup> Avenue Southeast (Benson Road) (SR 515), including new bridges over SR 167 and Garrison Creek. The project will include the construction of full-width paving; concrete curbs, gutters and sidewalks; five foot paved shoulders; street lighting; storm drainage; landscaping; utilities and appurtenances.

**PROJECT COST:**     Preliminary Engineering .... \$3,000,000  
                              Right of Way Acquisition ... \$4,000,000  
                              Construction ..... \$22,000,000  
                              **TOTAL ..... \$29,000,000**

**FUNDING SOURCE(S):** City of Kent, LID, TIB

### **PROJECT**

**JUSTIFICATION:**    The existing roadway system cannot accommodate the current or forecast east-west traffic volumes between Kent's East Hill and the Green River Valley floor. In order to meet transportation concurrency requirements of the Growth Management Act, additional east-west vehicle capacity is required. Intersections along South 208<sup>th</sup>/212<sup>th</sup> Street and James/Southeast 240<sup>th</sup> Streets are also at or over capacity. It is not feasible to widen the James/Southeast 240<sup>th</sup> Street and South 208<sup>th</sup>/212<sup>th</sup> Street 'corridors' enough to accommodate forecast traffic volumes without additional east-west capacity because of existing development and topographic constraints.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State]; FTA – Federal Transit Administration [Federal]; ITS – Intelligent Transportation Systems [Federal]; LID – Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #12:**     **80th Avenue South Widening**  
                          South 196th Street to South 188th Street

**YEAR:**               2017

**DESCRIPTION:**    Widen 80th Avenue South from South 196th Street to South 188th Street to five lanes. This will include four general-purpose lanes. The project will also include the construction of full width paving; concrete curbs, gutters, and sidewalks; street lighting; storm drainage; utilities and appurtenances.

**PROJECT COST:**   Preliminary Engineering .....\$600,000  
                          Right of Way Acquisition .....\$800,000  
                          Construction .....\$6,100,000  
                          **TOTAL .....\$7,500,000**

**FUNDING SOURCE(S):** City of Kent, TIB

### **PROJECT**

**JUSTIFICATION:** The opening of the 196th Street corridor on the south end of the project and Renton's completion of Oaksdale Avenue South results in 80th Avenue South being a significant north-south corridor serving the industrial area. Further, concrete curbs and gutters are required to provide control of roadway drainage and to prevent impacts to adjacent property owners. Sidewalks and street lighting will provide safe access for pedestrians.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State], FTA – Federal Transit Administration [Federal] ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #13:**    **Central Avenue South Improvements**  
Green River Bridge to East Willis Street (SR 516)

**YEAR:**               2017

**DESCRIPTION:**   Remove and rehabilitate the existing roadway pavement to add service life to the roadway, between the Green River Bridge and East Willis Street (SR 516). This project will include the removal and replacement of failing pavement sections and a full-width asphalt concrete overlay of the entire roadway. Also included in this project is the selective replacement of curbs, gutters, sidewalks and street trees, as well as minor storm drainage improvements.

**PROJECT COST:**   Preliminary Engineering .....\$500,000  
                          Right of Way Acquisition .....\$0  
                          Construction ..... \$4,000,000  
                          **TOTAL .....\$4,500,000**

**FUNDING SOURCE(S):** STP, City of Kent

### **PROJECT**

**JUSTIFICATION:** The existing pavement along this section of Central Avenue South is exhibiting signs of distress, as demonstrated by “alligatoring”, longitudinal cracking, and cracking of the curbs and gutters. The service life of this roadway has been reached, necessitating reconstruction of the roadway. The sidewalk system is sub-standard in many locations and in need of replacement.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State], FTA – Federal Transit Administration [Federal] ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].



## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #14:**    **Willis Street and Central Avenue Intersection Improvements**  
Intersection Operations Enhancement

**YEAR:**                    2017

**DESCRIPTION:**    Improve the intersection of Willis Street and Central Avenue to provide a right turn lane from southbound on Central Avenue to westbound Willis Street. Project includes sidewalk, curb and gutter replacement and improvements to traffic signal system.

**PROJECT COST:**    Preliminary Engineering .....\$40,000  
Right of Way Acquisition .....\$150,000  
Construction .....\$260,000  
**TOTAL .....\$450,000**

**FUNDING SOURCE(S):** City of Kent, Developer Mitigation

### **PROJECT**

**JUSTIFICATION:**    This project is a traffic mitigation requirement for additional trips generated by the Kent Station Development. The City of Kent will be implementing this project that is required of the developer.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State]; FTA – Federal Transit Administration [Federal]; ITS – Intelligent Transportation Systems [Federal]; LID – Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #15:**     **James Street Bicycle Lanes**  
Interurban Trail to Washington Avenue (SR 181) and 800 feet  
east of the Green River Trail

**YEAR:**                 2018

**DESCRIPTION:**     Install bike lanes along James Street from the Interurban Trail  
to Washington Avenue South (SR 181). This project will also  
eliminate the gap of approximately 800 feet at the west end of  
James Street where James Street intersects with the Green  
River Trail.

**PROJECT COST:**   Preliminary Engineering .....\$150,000  
Right of Way Acquisition .....\$0  
Construction ..... \$1,225,000  
**TOTAL .....\$1,375,000**

**FUNDING SOURCE(S):** STP, City of Kent

### **PROJECT**

**JUSTIFICATION:** The proposed bicycle lanes would complete a missing bicycle  
link between the Green River Trail and the Kent Regional  
Growth Center. This project would provide the first dedicated  
bicycle lanes to penetrate what had here-to-for been a barrier  
to east/west bicycle travel, State Route 167. Bike lanes  
currently extend easterly from this point providing connections  
to the King County Regional Justice Center, Kent Station (an  
18-acre shopping and entertainment complex), and the Kent  
Transit Center. Nearby land uses include historic downtown  
Kent, City Hall and the Kent City Center project scheduled to  
add 164 urban-style apartments to the downtown core which  
began construction in 2014. Filling in the missing links of this  
bicycle corridor is expected to encourage more people to utilize  
bicycling for more of their trips. The anticipated mode shift  
from single-occupant vehicle to bicycle will allow Kent to meet  
growth management goals while continuing to comply with its  
adopted level of service standards and federal clean air  
standards.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST  
– Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic  
Investment Board [State], FTA – Federal Transit Administration [Federal ITS – Intelligent  
Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation  
Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #16:**    **Safe Routes to Schools Improvements at Meadow Ridge Elementary School**  
27710 108<sup>th</sup> Avenue SE

**YEAR:**                    2019

**DESCRIPTION:**    Install a 6 foot concrete sidewalk with curb and gutter along the west side of 108<sup>th</sup> Avenue SE from SE 273<sup>rd</sup> Street to SE 272<sup>nd</sup> Street. Install a 6 foot concrete sidewalk with curb and gutter along the south side of SE 272<sup>nd</sup> Street from 108<sup>th</sup> Avenue SE to 105<sup>th</sup> Avenue SE. This project will install a new crosswalk crossing 108<sup>th</sup> Avenue SE with Rectangular Rapid Flashing Beacons and appropriate signage on the north side of the onramp to the westbound 277<sup>th</sup> Street Corridor. This project also includes education and enforcement elements including the purchase of an additional Lidar Radar Unit for police enforcement.

**PROJECT COST:**   Preliminary Engineering .....\$175,000  
                         Education/Enforcement.....\$20,000  
                         Construction .....\$425,000  
                         **TOTAL .....\$620,000**

**FUNDING SOURCE(S):** WSDOT, City of Kent

### **PROJECT**

**JUSTIFICATION:**   Few students currently walk or bicycle to Meadow Ridge Elementary School. The Kent School District provides bus transportation for all students living west of 108<sup>th</sup> Avenue South and for students living north of the school. This project will make the pedestrian environment friendlier for all users and make it an inviting alternative for parents and students to choose. The City of Kent has a number of programs that encourage people of all ages to live a more active lifestyle and makes it a City priority to provide attractive walking and bicycling facilities. Once these additional sidewalk facilities are built and the new crosswalk across 108<sup>th</sup> Avenue SE with Rectangular Rapid Flashing Beacons is installed, it is anticipated that many more families will be encouraged to walk their children to Meadow Ridge rather than drive them to school.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State], FTA – Federal Transit Administration [Federal ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #17:**    **Safe Routes to Schools Improvements at Horizon Elementary**  
27641 144<sup>th</sup> Avenue SE

**YEAR:**                    2019

**DESCRIPTION:**    Install a paved pathway on the east side of 144<sup>th</sup> Avenue SE from SE 278<sup>th</sup> Street to SE 276<sup>th</sup> Place. Install a new midblock school crosswalk across 144<sup>th</sup> Avenue SE on the south side of the school driveway. Install Rectangular Rapid Flashing Beacons at the new crosswalk and install advance school crossing signs. This project also includes education and enforcement elements including the purchase of an additional Lidar Radar Unit for police enforcement.

**PROJECT COST:**    Preliminary Engineering .....\$90,000  
                             Right of Way Acquisition .....\$0  
                             Construction .....\$220,000  
                             **TOTAL .....\$310,000**

**FUNDING SOURCE(S):** WSDOT, City of Kent

### **PROJECT**

**JUSTIFICATION:**    The purpose of the Safe Routes to Schools Program is to encourage more students to walk and bicycle to and from school rather than being driven by their parents. Through a combination of engineering enhancements to the built environment plus education efforts aimed at the students and their parents, it is hoped that families will increase the number of walking and biking trips they make to their local school.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State], FTA – Federal Transit Administration [Federal] ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #18:**     **Panther Lake Signal System Integration.**

**YEAR:**                     2019

**DESCRIPTION:**     This project includes extension of communication cable to traffic signals in the recently annexed area of Panther Lake to allow remote monitoring and management of the traffic signals, replacement of the existing traffic signal controllers to be capable of displaying flashing yellow left turn arrow (FYLTA) for permissive left turn movements and allow flexible coordination of the traffic signals along arterial corridors.

**PROJECT COST:**   Preliminary Engineering .....\$0  
                             Right of Way Acquisition .....\$0  
                             Construction .....\$342,000  
                             **TOTAL .....\$342,000**

**FUNDING SOURCE(S):** Federal Highway Safety Improvement Program (HSIP)

### **PROJECT**

**JUSTIFICATION:**     The traffic signals in the recently annexed area of Panther Lake are not connected to the City's central traffic signal control system; hence, they cannot be remotely monitored or managed from the City's Traffic Management Center. The intersection controllers are not capable of displaying flashing yellow left turn arrow (FYLTA) for permissive left turn movements. This type of signal display has been demonstrated to be much more readily understood by motorists and has resulted in reduced collision rates involving vehicles turning left during permissive left turn signal phases. The integration of these signals into the City's signal system will allow operation flexibility and improved transportation system efficiency.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State]; FTA – Federal Transit Administration [Federal]; ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #19:**    **S 212<sup>th</sup> St and 72<sup>nd</sup> Avenue South Intersection Improvement**  
Intersection Operations Enhancement

**YEAR:**                    2021

**DESCRIPTION:**    Add an additional southbound left turn lane and restripe northbound lane configuration.

**PROJECT COST:**   Preliminary Engineering .....\$60,000  
                         Right of Way Acquisition .....\$125,000  
                         Construction .....\$505,000  
                         **TOTAL .....\$690,000**

**FUNDING SOURCE(S):** City of Kent

### **PROJECT**

**JUSTIFICATION:** Kent is an important freight distribution center in the Puget Sound Region. The efficient movement of freight, through and within the City is critical to Kent's economic health. With the completion of the final road segment of 72<sup>nd</sup> Avenue South between South 196<sup>th</sup> Street and South 200<sup>th</sup> Street, 72<sup>nd</sup> Avenue South becomes a key freight corridor and this intersection of two important freight corridors (72<sup>nd</sup> Ave S and S 212<sup>th</sup> Street) takes on a highly significant role in relieving the congestion often found on West Valley Highway at peak periods. This improvement reduces future southbound vehicle queuing and congestion and has the potential to improve intersection delay from 193 seconds per vehicle to 63 seconds per vehicle.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State], FTA – Federal Transit Administration [Federal ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #20:**     **Street Preservation Program**  
                          Ongoing Citywide Program

**YEAR:**               2016 - 2021

**DESCRIPTION:**   Projects that maintain the existing transportation system by overlaying, rehabilitating, and reconstructing the existing asphalt and concrete streets throughout the City.

**PROJECT COST:**   Preliminary Engineering .... \$7,000,000  
                          Right of Way Acquisition .....\$0  
                          Construction ..... \$67,000,000  
                          **TOTAL .....\$72,000,000**

**FUNDING SOURCE(S):** City of Kent\*

### **PROJECT**

**JUSTIFICATION:**   The City assessed the condition of its street network in 2011. It was found that many of the streets exhibit deficiencies that reflect they are beyond their expected performance life and in need of a maintenance or rehabilitation overlay, or some amount of reconstruction. Moreover, historically, the amount of pavement resurfacing, rehabilitation, and reconstruction monies the City has budgeted each year has been insufficient to address the deficiencies of its street network. Insufficient budgets to perform this necessary work results in more expensive maintenance and rehabilitation options.

\* 10% of the solid waste utility tax (which equates to approximately 2.5 million a year) is restricted to the maintenance and repair of residential streets.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State], FTA – Federal Transit Administration [Federal] ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #21:**    **Traffic Signal Management Program**  
Ongoing Citywide Program

**YEAR:**                    2016 - 2021

**DESCRIPTION:**    This program will analyze intersections for potential installation of traffic signals or other traffic control to insure safe and efficient use of the existing and planned transportation network. Analysis of turn movements and collision history will be used to prioritize new traffic signal installations.

**PROJECT COST:**   Preliminary Engineering .....\$600,000  
Right of Way Acquisition .....\$0  
Construction ..... \$3,600,000  
**TOTAL .....\$4,200,000**

**FUNDING SOURCE(S):** City of Kent

### **PROJECT**

**JUSTIFICATION:**   Historically, the City justifies the need for two new traffic signals per year to meet safety and mobility needs. This program budgets for projects needed to meet the increasing demand for signalized intersection control and the constant need for traffic counts to monitor vehicle volumes and behavior. It also supports the replacement of old, outdated traffic signal equipment at currently signalized intersections. The priorities for traffic signals will be set by transportation system signal warrant studies which include studies of volumes, collision history, pedestrian mobility needs, and roadway geometry. This program also helps the City maintain level of service standards necessary to maintain concurrency as required by the Growth Management Act.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State]; FTA – Federal Transit Administration [Federal]; ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].



## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #22:**     **Channelization (Street Markings) Improvement Program**  
Ongoing Citywide Program

**YEAR:**                 2016 - 2021

**DESCRIPTION:**     Provide street marking projects including striping, thermoplastic pavement marking, and raised pavement markers throughout the City to separate and regulate conflicting movements, define paths of travel, and facilitate safe and orderly movement on City Streets.

**PROJECT COST:**     Preliminary Engineering .....\$250,000  
Right of Way Acquisition .....\$0  
Construction ..... \$2,150,000  
**TOTAL .....\$2,400,000**

**FUNDING SOURCE(S):** City of Kent

### **PROJECT**

**JUSTIFICATION:**   This ongoing program maintains and updates the channelization throughout the City. The City has 1,648,863 linear feet (LF) of channelization striping, 445,300 raised pavement markings, 22,012 LF of C curb and 7,179 LF of painted C curb. Channelization helps to limit conflict points and directs motorists through areas of complexity. These markings are also used to delineate left turn storage queue areas and deceleration areas for right turning vehicles. This project preserves the capacity and efficiency of the existing roadway system.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State], FTA – Federal Transit Administration [Federal] ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #23:**    **Bicycle System Improvements**  
Ongoing Citywide Program

**YEAR:**                    2016 - 2021

**DESCRIPTION:**    Make miscellaneous improvements to the city's bicycle routes as identified in the Nonmotorized Chapter (Chapter 6) of the adopted 2008 Transportation Master Plan (TMP) and the full 2007 Nonmotorized sub-plan. Bicycle lanes are usually part of individual street improvement projects and each of those projects would be itemized individually. The costs of the bike lanes added to TMP Street projects, estimated at approximately \$40,000,000 in 2007 dollars, are not reflected here. This project is for shared lane striping and signing, matching grant dollars for filling in bike lane gaps, and for the extension of the shared-use path network. This project also includes bicycle system improvements identified in the TMP that are eligible for State and Federal non-motorized funding, not listed in the TIP as an individual project.

**PROJECT COST:**    Preliminary Engineering .....\$100,000  
Right of Way Acquisition .....\$75,000  
Construction ..... \$ 1,325,000  
**TOTAL** .....**\$1,500,000**

**FUNDING SOURCE(S):** City of Kent, WSDOT, CMAQ

### **PROJECT**

**JUSTIFICATION:** The 2008 Transportation Master Plan and the 2007 Nonmotorized System Study proposed a network of shared lane routes on transportation corridors throughout the city to help connect the bicycle system. Lane markings and sign postings can inform motorists and cyclists of those corridors best suited for significant bike use. These shared-lane facilities can provide critical linkages to major cycling activity centers and connections to the shared use path systems. The city has a prioritized list of projects for bike lanes, sharrows, and shared use paths. This project can help achieve the City's goals for improving mobility, reducing vehicle trips, increasing physical exercise, and improving transportation connectedness.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State]; FTA – Federal Transit Administration [Federal]; ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## 2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM

**PROJECT #24:**     **Sidewalks, Sidewalk Repair and the Americans with Disabilities Act Compliance Program**  
Ongoing Citywide Program

**YEAR:**             2016 - 2021

**DESCRIPTION:**   Systematically construct new sidewalks throughout the City as identified by prioritized project lists in the 2008 Transportation Master Plan. Reconstruct and repair existing sidewalks and curb ramps and install new truncated domes and hard-surfaced sidewalks to implement the requirements of the Federal Americans with Disabilities Act (ADA) consistent with the findings of the Non-motorized Chapter (Chapter 6) of the 2008 Transportation Master Plan.

**PROJECT COST:**   Preliminary Engineering ..... \$500,000  
                         Right of Way Acquisition ... \$1,000,000  
                         Construction ..... \$10,500,000  
                         **TOTAL ..... \$12,000,000**

**FUNDING SOURCE(S):** City of Kent

### **PROJECT**

**JUSTIFICATION:** This project is mandated by Title II of the Americans with Disabilities Act. Title II requires that a public entity must evaluate its services, programs, policies, and practices to determine whether they are in compliance with the nondiscrimination requirements of the ADA. The ADA requires that an *ADA Transition Plan* be prepared to describe any structural or physical changes required to make programs accessible. The City has conducted a self-evaluation and prepared a *Transition Plan* including a prioritized list of projects to bring itself into compliance with the Federal ADA regulations. This program begins working on that list of projects to construct and repair the City's sidewalk and street/sidewalk transition zones for accessibility for all users and begins to address the pedestrian improvements identified in the Transportation Master Plan. This project can help achieve the City's goals for improving mobility, reducing vehicle trips, increasing physical activity, and improving transportation connectedness.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State]; FTA – Federal Transit Administration [Federal]; ITS – Intelligent Transportation Systems [Federal]; LID – Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #25:**     **Guardrail and Safety Improvements**  
Ongoing Citywide Program

**YEAR:**                 2016 - 2021

**DESCRIPTION:**     Make miscellaneous guardrail improvements each year to enhance motorist safety. Candidate projects include Frager Road, SE 240<sup>th</sup>/148<sup>th</sup> Avenue Southeast hillside, Lake Fenwick Road north or S 272<sup>nd</sup> Street, S 208<sup>th</sup>/212<sup>th</sup> and 100<sup>th</sup> Avenue Southeast. Upgrade existing guardrail end-treatments as mandated by State and Federal regulations.

**PROJECT COST:**   Preliminary Engineering .....\$60,000  
Right of Way Acquisition .....\$0  
Construction .....\$540,000  
**TOTAL .....\$600,000**

**FUNDING SOURCE(S):** City of Kent, HES

### **PROJECT**

**JUSTIFICATION:** This project is mandated by compliance with Federal and State regulations and the requirement to eliminate potentially hazardous roadway conditions.

B & O – Business and Occupation Tax; CMAQ – Congestion Mitigation and Air Quality [Federal]; FAST – Freight Action Strategy for Everett-Seattle-Tacoma Corridor; FMSIB – Freight Mobility Strategic Investment Board [State], FTA – Federal Transit Administration [Federal] ITS – Intelligent Transportation Systems [Federal]; LID –Local Improvement District; STP – Surface Transportation Program [Federal]; TIB – Transportation Improvement Board [State].

## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #26:**     **Community Based Circulating Shuttles**  
                          Ongoing Citywide Programs

**YEAR:**               2016 - 2021

**DESCRIPTION:**   Continue to provide enhanced transit service to meet the needs of the community through the use of fixed-route shuttle service, with demand-responsive routing capabilities. Routes 914/916 serve the Kent Transit Center, Regional Justice Center, Kent City Hall, Green River Community College's Kent campus, and local shopping and medical facilities. The Route 913 shuttle connects the City's manufacturing/industrial center with the regional bus and commuter train services at the Kent Transit Center.

**PROJECT COST:**   Preliminary Engineering .....\$10,000  
                          Implementation .....\$770,000  
                          **TOTAL .....\$780,000**

**FUNDING SOURCE(S):** City of Kent, CMAQ, King County, ITS

### **PROJECT**

**JUSTIFICATION:** Routes 914/916 provide mobility and independence to many of the city's seniors and reduce the need for expensive ACCESS service for many wheelchair-lift service trips. Community circulating shuttles encourage the participation of all ages, all economic groups, all physical abilities, and virtually all of our community in everyday civic life without the isolation and pollution of the automobile for every trip. Commuter shuttles enhance the regional transit/train service by providing the vital link from home or work to the Transit Center, encouraging people to travel without their personal vehicles – thus avoiding the cold-start impacts to air quality and reducing congestion on local streets.

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## **2016-2021 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #27:**     **Railroad Quiet Zone for Downtown Urban Center**  
Ongoing Citywide Program

**YEAR:**                 2016 - 2021

**DESCRIPTION:**     Establishment of a railroad quiet zone for the Burlington Northern Santa Fe Railway (BNSF) tracks and the Union Pacific Railroad (UPRR) tracks through the City of Kent. The grade crossings to be included in the quiet zone on the BNSF railroad mainline are: S 259<sup>th</sup> Street, Willis Street, Titus Street, Gowe Street, Meeker Street, Smith Street, James Street, and S 212<sup>th</sup> Street. The grade crossings included in the quiet zone for the UPRR mainline tracks are: Willis Street (SR 516), W Smith Street, W Meeker Street, W James Street, S 228<sup>th</sup> Street, and S 212<sup>th</sup> Street.

**PROJECT COST:**     Preliminary Engineering .... \$3,500,000  
Right of Way Acquisition .....\$0  
Construction .....\$0  
**TOTAL .....\$3,500,000**

**FUNDING SOURCE(S):** City of Kent, Federal Rail Administration, FHWA

### **PROJECT**

**JUSTIFICATION:** Locomotive engineers begin sounding the train-mounted horn approximately ¼ mile from the intersection of a highway/railroad crossing. This warning device is an effective deterrent to accidents at grade crossings but exposes the local community to significant levels of noise that often deprecates the quality of life for those living closest to the railroad facilities.

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CITY OF KENT, WASHINGTON

**SIX-YEAR TRANSPORTATION  
IMPROVEMENT  
PROGRAM**

**2016 – 2021**



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